(d) The targets for the revenue earning traffic and originating freight traffic for the terminial year of the 8th Plan (1996-97) are 418.4 million tonnes and 443.4 million tonnes, res-Epectively. The target for 2000 AD has not been fixed. However, achieving the target of 600 million tonnes of freight by 2000 AD seems to be a difficult task.

Materialisations of traffic offerings

563. SHRI DIPANKAR MUKHERJEE:

SHRI NILOTPAL BASU:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the traffic offerings to the Railways have not materialized as per projections, in the 'first three years of the Eighth Five Year Plan:

(b) If so, what are the reasons therefor; and

(c) what have been the revenue earnings on freight traffic during the last three years, what is the targetted freight traffic for 1994.95 and how much has been achieved so far?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir.

(b) Less offer of traffic from some crore sectors of the economy.

(c) The revenue earnings of freight traffic during the last three years are as under: —

(Rs. in Crores)

Year	Earnings
1991-92	9,462.13
1992-93	10,903.04
1993-94	12,557.36

The target of revenue earning freight traffic or 1994-95 is 380 mil-Jion tonnes and provisional figures for actual traffic loaded during April to January, 1995 is 297.17 million tonne.

Modernisation of wheel and Axles Plant of Durgapur Steel Plant

554. SHRI JISON ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Wheel and Axles" plant of Durgapur Steel Plant was modernised in October, 1993 is consultation with the Railways with an investment of Rs. 150 crore;

(b) whether the said Wheel and Axles" plant would be able to meet the supply of 5,000 wheels in (a month; and

(c) if the reply to parts (a) and (b) above be in the affirmative, what are the reasons to slap a huge amount of loss by cut down in the "Wheel and Axles" plant's orders?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir, however, the modernL eation was at a cost of Rs. 141 crores.

(b) Yes Sir.

(?) Procurement is need based.

World Bank advice to Railways to corporatise its administrations

555. SHRI JIBON ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the World Bank Had advised the Ministry Railways to corporatise its administration, privatise its various offline activties as also its captive production units and slash its work force of 1.7 - million by one million;

(b) if so, what is Government's reaction thereto; and

(c) whether Government propose to implement the World Bank jadvice?

THE MINISTER OF RAILWAYS (SHRl C. K. JAPFAR SHARIEF): (a) to (c) World Bank had furnished a draft report on long range Planning for Indian Transport Sector in September, 1994 in which these suggestions have been made. The report deals with all modes of transport including Railways. The suggestions are not binding on the Railways.

Report of World Bank Team on Indian Railways

556. SHRI JIBON ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a six member World Bank Team visited India recently and submitted la draft report on Indian Railways to the Railway Ministry;

(b) if so, the details of that report; and

(c) what is Government's reaction over that xeport?

THE MINISTER OF RAILWAYS (SHRI C. K JAFFER SHARIEF): (a) to (c) Yes, Sir. The World Bank Team visited India in November, 1994. The team did not submit any report on Indian Railways during their visit. However, the World Bank had furnihsed in September, 1994 to Government of India a draft report on long range planning for Indian Transport Sector including Railways.

Procurement orders to wagon build ing units

557. SHRI JIBON ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the procurement order released by the Railway Board to the wagon building units is very poor as against their installed capacity;

(b) if su, the reasons therefor; and

(c) if not, what is the installed capacity of these units and what was the procurement order given to these units'?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF); (a) and (b) Wagon orders are placed based on the Railways requirement and not the installed capacity of wagon building units. The wagon requirement is need based and orders are placed consistent with the need.

(c) The licensed capacity of these units in terms of four wheelers is 35635 and the orders placed for 1994-95 are 10,800.

Ntn-availability of First Class and AC-II Tier Coaches in Ranikhet Express

558. SHRI RAM NATH KOVIND:

DR. RANBIR SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Ranikhet Express running between Delhi and Kathgodam does not have any First Class *or* AC-II Tier Coaches;

(b) whether this causes much in. convenience to the commuters specially foreign tourists and other dig-'nitaries;

(c) whether keeping in view vari. ous tourist places like Nainital, Kati-siini, etc. are situated in Kumaun region, Government would provide First Class |AC-Il Tier coaches in the Ranikhet Express;

U\) whether Government would also consider to introduce a Shatabdi Express between Delhi and Kathgodam; and